

What I claim as my invention is:

1-3. (canceled)

4. (amended) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism,

5 which main body has a forward end and an aft end,
with the primary lifting mechanism and the secondary
lifting mechanism connected to the main body of
the aircraft in tandem order, ~~and with the aircraft~~
~~able to achieve flight by means of upward~~

10 ~~forces exerted on the main body of the aircraft~~
~~by the primary lifting mechanism and the~~
~~secondary lifting mechanism while the primary~~
~~lifting mechanism and the secondary lifting~~
~~mechanism are connected to the main in~~

15 ~~body of the aircraft in tandem order,~~

and which primary lifting mechanism comprises
a rotor, an engine assembly, and a plurality of
blades, ~~with the said blades connected to the~~
~~rotor,~~ and which ~~said~~ engine assembly is able

20 to rotate the ~~said~~ rotor, with the blades connected
to the rotor such that when the rotor is rotated by
the ~~said~~ engine assembly air can be forced in a
downward direction by means of the blades rotating
around the rotor, with the primary lifting mechanism
25 able to exert an upward force on the forward end of

the main body of the aircraft by forcing air in a downward direction by way of the blades rotating around the rotor,

5 ~~and the secondary lifting mechanism consists of~~
~~a jet engine, which jet engine is attached to the~~
~~secondary tilt enabling joint such that the jet~~
~~engine is able to force exhaust gases to travel~~
~~in a downward direction and such that by forcing~~
~~exhaust gases to travel in a downward direction~~
10 ~~the jet engine can exert an upward force on the~~
~~aft end of the main body,~~

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the
15 aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that ~~the primary~~
~~lifting mechanism can be tilted in lateral~~
20 ~~directions relative to the main body of the~~
~~aircraft during flight of the aircraft,~~

controlled tilting of the primary lifting mechanism in

lateral directions relative to the main body of the

aircraft is able to occur during flight of the aircraft,

25 and such that a direction of travel of the
aircraft during flight can be altered by
altering the

lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt

5 enabling joint, ~~with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint,~~ and which secondary lifting

10 mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which ~~said~~ secondary lifting mechanism is

15 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body

20 of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the

25 aircraft during flight can be altered by altering

the lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
joint is such that the secondary lifting
5 mechanism can be tilted in a controlled
manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
direction that the primary lifting mechanism
10 can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and the secondary lifting mechanism consists of

a jet engine, which jet engine is attached to the

15 secondary tilt enabling joint such that the jet

engine is able to force exhaust gases to travel

in a downward direction and such that by forcing

exhaust gases to travel in a downward direction

the jet engine can exert an upward force on the

20 aft end of the main body,

~~and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
main body of the aircraft through the secondary
tilt enabling joint, with the primary tilt enabling~~

joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
able to achieve flight by means of an upward
force exerted on the main body of the aircraft
5 by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the
10 primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order. ~~order,~~
~~and with controlled lateral tilting of the~~ -----
~~primary lifting mechanism and the secondary lifting~~
~~mechanism able to occur during flight~~
~~while the.~~
15 ~~primary lifting mechanism and the secondary lifting~~
~~mechanism are maintained in tandem order.~~

5. (original) The aircraft of claim 4 wherein the said jet
engine is a turbojet.
6. (original) The aircraft of claim 4 wherein the said jet
20 engine is a turbofan.

7. (amended) An aircraft with a main body, a primary
lifting mechanism and a secondary lifting mechanism,
which main body has a forward end and an aft end,
with the primary lifting mechanism and the secondary
5 lifting mechanism connected to the main body of
the aircraft in tandem order, ~~and with the aircraft~~
~~able to achieve flight by means of upward~~
~~forces exerted on the main body of the aircraft~~
~~by the primary lifting mechanism and the~~
10 ~~secondary lifting mechanism while the primary~~
~~lifting mechanism and the secondary lifting~~
~~mechanism are connected to the main~~
~~body of the aircraft in tandem order,~~
and which primary lifting mechanism comprises a
15 rotor, an engine assembly, and a plurality of
blades, ~~with the said blades connected to the~~
~~rotor,~~ and which ~~said~~ engine assembly is able
to rotate the ~~said~~ rotor, with the blades connected
to the rotor such that when the rotor is rotated by
20 the ~~said~~ engine assembly air can be forced in a
downward direction by means of the blades rotating
around the rotor, with the primary lifting mechanism
able to exert an upward force on the forward end of
the main body of the aircraft by forcing air in a

downward direction by way of the blades rotating around the rotor,

~~and the secondary lifting mechanism consists of a plurality of jet engines, which jet engines are attached to the secondary tilt enabling joint such that the jet engines are able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the jet engines can exert an upward force on the aft end of the main body,~~

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that ~~the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft,~~

controlled tilting of the primary lifting mechanism in lateral directions relative to the main body of the aircraft is able to occur during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative

to the main body of the aircraft, and which
said tilt enabling joint is a primary tilt
enabling joint, ~~with the primary lifting
mechanism able to exert an upward force on~~
5 ~~the forward end of the main body of the~~
~~aircraft through the primary tilt enabling~~
~~joint,~~ and which secondary lifting
mechanism is connected to the main body of
the aircraft by an additional tilt enabling
10 joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
which ~~said~~ secondary lifting mechanism is
connected to the main body of the aircraft by
the secondary tilt enabling joint such that
15 during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body
of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
20 can be tilted in lateral directions relative
to the main body during flight of the aircraft,
and such that a direction of travel of the
aircraft during flight can be altered by altering
the lateral direction or angle of tilt of the

secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
joint is such that the secondary lifting
mechanism can be tilted in a controlled
5 manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
direction that the primary lifting mechanism
can be tilted in with respect to the main body
10 of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and the secondary lifting mechanism consists of

a plurality of jet engines, which jet engines

are attached to the secondary tilt enabling joint

15 such that the jet engines are able to force

exhaust gases to travel in a downward direction

and such that by forcing exhaust gases to travel

in a downward direction the jet engines can exert

an upward force on the aft end of the main body,

20 ~~and which secondary lifting mechanism is able~~
~~to exert an upward force on the aft end of the~~
~~main body of the aircraft through the secondary~~
~~tilt enabling joint,~~ with the primary tilt enabling
joint and the secondary tilt enabling joint connected

to the main body of the aircraft, and with the
aircraft able to achieve flight by means of an upward
force exerted on the main body of the aircraft
by the primary lifting mechanism through the
5 primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the
primary lifting mechanism and the secondary
10 lifting mechanism are maintained in tandem order. ~~order,~~
~~and with controlled lateral tilting of the~~
~~primary lifting mechanism and the secondary lifting~~
~~mechanism able to occur during flight while the~~
~~primary lifting mechanism and the secondary lifting~~
15 ~~mechanism are maintained in tandem order.~~

8. (original) The aircraft of claim 7 wherein the said
jet engines are turbojets.

9. (original) The aircraft of claim 7 wherein the said jet
engines are turbofans.

10. (amended) An aircraft with a main body, a primary
lifting mechanism and a secondary lifting mechanism,
which main body has a forward end and an aft end,
with the primary lifting mechanism and secondary
5 lifting mechanism connected to the main body of
the aircraft in tandem order, ~~and with the aircraft~~
~~able to achieve flight by means of upward~~
~~forces exerted on the main body of the aircraft~~
~~by the primary lifting mechanism and the~~
10 ~~secondary lifting mechanism while the primary~~
~~lifting mechanism and secondary lifting~~
~~mechanism are connected to the main in~~
~~body of the aircraft in tandem order,~~
which primary lifting mechanism is a turboprop,
15 and which primary lifting mechanism is attached
to the primary tilt enabling joint such that air
can be forced in a downward direction by the
primary lifting mechanism, and such
that by forcing air in a downward direction
20 the primary lifting mechanism is able to
exert an upward force on the forward end of the
main body of the aircraft,
~~and the secondary lifting mechanism consists of~~
~~a jet engine, which jet engine is attached to the~~
25 ~~secondary tilt enabling joint such that the jet~~

~~engine is able to force exhaust gases to travel
in a downward direction and such that by forcing
exhaust gases to travel in a downward direction
the jet engine can exert an upward force on the
aft end of the main body,~~

and which primary lifting mechanism is connected to the
main body of the aircraft by a tilt enabling joint such
that during flight of the aircraft the primary lifting
mechanism can be tilted in a plurality of directions and
angles relative to the main body of the aircraft, in
a controlled manner, and such that ~~the primary
lifting mechanism can be tilted in lateral
directions relative to the main body of the
aircraft during flight of the aircraft,~~

controlled tilting of the primary lifting mechanism in
lateral directions relative to the main body of the
aircraft is able to occur during flight of the aircraft,
and such that a direction of travel of the

aircraft during flight can be altered by
altering the lateral direction or angle of tilt
of the primary lifting mechanism relative to the main
body of the aircraft, and which said tilt enabling joint
is a primary tilt enabling joint, ~~with the primary lifting
mechanism able to exert an upward force on the forward
end of the main body of the aircraft through the
primary tilt enabling joint,~~ and which secondary lifting

mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and
5 which ~~said~~ secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of
10 directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft,
15 and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling
20 joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral
25 direction that the primary lifting mechanism

can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and the secondary lifting mechanism consists of
5 a jet engine, which jet engine is attached to the
secondary tilt enabling joint such that the jet
engine is able to force exhaust gases to travel
in a downward direction and such that by forcing
exhaust gases to travel in a downward direction
10 the jet engine can exert an upward force on the
aft end of the main body,
~~and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
main body of the aircraft through the secondary~~
15 ~~tilt enabling joint,~~ with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
able to achieve flight by means of an upward
force exerted on the main body of the aircraft
20 by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the

primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order. ~~order,~~
~~and with controlled lateral tilting of the~~
~~primary lifting mechanism and the secondary lifting~~
5 ~~mechanism able to occur during flight while the~~
~~primary lifting mechanism and the secondary lifting~~
~~mechanism are maintained in tandem order.~~

11. (original) The aircraft of claim 9 wherein the said
jet engine is a turbojet.

10 12. (original) The aircraft of claim 9 wherein the said
jet engine is a turbofan.

13. (amended) An aircraft with a main body, a primary
lifting mechanism and a secondary lifting mechanism,
which main body has a forward end and an aft end,
with the primary lifting mechanism and the secondary
5 lifting mechanism connected to the main body of
the aircraft in tandem order, ~~and with the aircraft
able to achieve flight by means of upward
forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
10 secondary lifting mechanism while the primary
lifting mechanism and the secondary lifting
mechanism are connected to the main
body of the aircraft in tandem order,~~
which primary lifting mechanism is a turboprop,
15 and which primary lifting mechanism is attached
to the primary tilt enabling joint such that air
can be forced in a downward direction by the
primary lifting mechanism, and such
that by forcing air in a downward direction
20 the primary lifting mechanism is able to
exert an upward force on the forward end of the
main body of the aircraft,
~~and the secondary lifting mechanism consists of
a plurality of jet engines, which jet engines.
25 are attached to the secondary tilt enabling joint~~

~~such that the jet engines are able to force
exhaust gases to travel in a downward direction
and such that by forcing exhaust gases to travel
in a downward direction the jet engines can exert~~
5 ~~an upward force on the aft end of the main body,~~

and which primary lifting mechanism is connected to
the main body of the aircraft by a tilt enabling joint
such that during flight of the aircraft the primary
lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that ~~the
primary lifting mechanism can be tilted in lateral
directions relative to the main body of the~~
15 ~~aircraft during flight of the aircraft,~~

controlled tilting of the primary lifting mechanism in

lateral directions relative to the main body of the

aircraft is able to occur during flight of the aircraft,

and such that a direction of travel of the aircraft
during flight can be altered by altering the lateral
direction or angle of tilt of the primary lifting
mechanism relative to the main body of the aircraft, and
which said tilt enabling joint is a primary tilt
enabling joint, ~~with the primary lifting mechanism able
to exert an upward force on the forward end of the main
body of the aircraft through the primary tilt enabling
joint,~~ and which secondary lifting

mechanism is connected to the main body of
the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
5 which ~~said~~ secondary lifting mechanism is
connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
10 directions and angles relative to the main body
of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
can be tilted in lateral directions relative
to the main body during flight of the aircraft,
15 and such that a direction of travel of the
aircraft during flight can be altered by altering
the lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
20 joint is such that the secondary lifting
mechanism can be tilted in a controlled
manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
25 direction that the primary lifting mechanism

can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,

and the secondary lifting mechanism consists of

5 a plurality of jet engines, which jet engines
are attached to the secondary tilt enabling joint
such that the jet engines are able to force
exhaust gases to travel in a downward direction
and such that by forcing exhaust gases to travel
10 in a downward direction the jet engines can exert
an upward force on the aft end of the main body,
~~and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
main body of the aircraft through the secondary~~
15 ~~tilt enabling joint,~~ with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
able to achieve flight by means of an upward
force exerted on the main body of the aircraft
20 by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the

primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order. ~~order,~~
~~and with controlled lateral tilting of the~~
~~primary lifting mechanism and the secondary lifting~~
5 ~~mechanism able to occur during flight while the~~
~~primary lifting mechanism and the secondary lifting~~
~~mechanism are maintained in tandem order.~~

14. (original) The aircraft of claim 13 wherein the said
jet engines are turbojets.

10 15. (original) The aircraft of claim 13 wherein the said
jet engines are turbofans.

16-21. (canceled)

22. (original) The aircraft of claim 4 wherein
the engine assembly of the primary lifting
15 mechanism comprises a single engine.

23. (original) The aircraft of claim 4 wherein
the engine assembly of the primary lifting
mechanism comprises a plurality of engines.

24. (original) The aircraft of claim 7 wherein
20 the engine assembly of the primary lifting
mechanism comprises a single engine.

25. (original) The aircraft of claim 7 wherein
the engine assembly of the primary lifting
mechanism comprises a plurality of engines.

26-29. (canceled)

5 30. (amended) The aircraft of any one of claims
4 to 15 or 22 to 25 ~~1 to 29~~ wherein

the primary lifting mechanism is connected to the main body
by the primary tilt enabling joint such that the primary
lifting mechanism can be positioned above the main body of
10 the aircraft by means of the primary tilt enabling joint
during flight of the aircraft.

31. (canceled)

32. (amended) The aircraft of any one of claims
4 to 15 or 22 to 25 ~~1 to 29~~ wherein

15 the secondary lifting mechanism is connected to the main
body by the secondary tilt enabling joint such that a part
of the secondary lifting mechanism can be positioned behind
--
the main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.

20 33-35. (canceled)

36. (original) The aircraft of claim 30 wherein the secondary
lifting mechanism is connected to the main body by
the secondary tilt enabling joint such that part of the
secondary lifting mechanism can be positioned behind the
5 main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.

37. (canceled)

38. (amended) The aircraft of any one of claims
4 to 15 or 22 to 25 ~~4 to 29~~ wherein

10 the secondary lifting mechanism is connected to the main
body by the secondary tilt enabling joint such that part
of the secondary lifting mechanism can be positioned above
the main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.

15 39. (original) The aircraft of claim 30 wherein the secondary
lifting mechanism is connected to the main body by
the secondary tilt enabling joint such that the secondary
lifting mechanism can be positioned above the aft end of
the main body of the aircraft by means of the secondary
20 tilt enabling joint during flight of the aircraft.

40-41. (canceled)

42. (amended) The aircraft of any one of claims

4 to 15 or 22 to 25 ~~1 to 20~~

wherein the primary tilt enabling joint has a

movement enabling assembly that enables the primary

5 tilt enabling joint to move and a tilt activating

mechanism that can cause and control the movement

of the primary tilt enabling joint, and the secondary

tilt enabling joint has a movement enabling assembly

that allows the secondary tilt enabling joint to

10 move and a tilt activating mechanism that causes and

controls the movement of the secondary tilt enabling

joint to occur, which movement enabling assembly of

the secondary tilt enabling joint is a secondary

movement enabling assembly, and which said tilt

15 activating mechanism of the secondary tilt enabling

joint is a secondary tilt activating mechanism.

43-52. (canceled)

53. (original) The aircraft of claim of 42 wherein the movement enabling assembly of the primary tilt enabling joint is a plurality of hinges transversely connected to one another and the tilt activating mechanism of the primary tilt enabling joint comprises a plurality of hydraulic actuators connected to the movement enabling assembly of the primary tilt enabling joint, and the movement enabling assembly of the secondary tilt enabling joint is a universal joint, with the tilt activating mechanism of the secondary tilt enabling joint comprising a plurality of hydraulic actuators connected to the universal joint of the secondary tilt enabling joint.

54. (original) The aircraft of claim of 42 wherein the
movement enabling assembly of the primary tilt
enabling joint is a plurality of hinges
transversely connected to one another and the tilt
5 activating mechanism of the primary tilt enabling
joint comprises a plurality of hydraulic actuators
connected to the movement enabling assembly of
the primary tilt enabling joint, and the
movement enabling assembly of the secondary tilt
10 enabling joint is a plurality of hinges
transversely connected to one another with the tilt
activating mechanism of the secondary tilt enabling
joint comprising a plurality of hydraulic actuators
connected to the movement enabling assembly of
15 the secondary tilt enabling joint.

55. (original) The aircraft of claim of 42 wherein the
movement enabling assembly of the primary tilt
enabling joint is a universal joint and the tilt
activating mechanism of the primary tilt enabling
5 joint comprises as plurality of hydraulic actuators
connected to the universal joint of the primary
tilt enabling joint and the movement enabling
assembly of the secondary tilt enabling joint is a
plurality of hinges transversely connected to one
10 another with the tilt activating mechanism of the
secondary tilt enabling joint comprising a plurality of
hydraulic actuators connected to the movement enabling
assembly of the secondary tilt enabling joint.

56. (amended) The aircraft of any one of claims

4 to 15 or 22 to 25 ~~1 to 20~~ wherein

the primary lifting mechanism is connected to the main

body of the aircraft by means of the primary tilt enabling

5 joint such that the primary lifting mechanism can be tilted

in a forward direction and a rearward direction relative

to the main body of the aircraft, in a controlled manner,

by means of the primary tilt enabling joint and the

secondary lifting mechanism is connected to the

10 main body of the aircraft by means of the secondary

tilt enabling joint such that the secondary lifting

mechanism can be tilted in a forward and rearward

direction relative to the main body of the aircraft,

in a controlled manner, by means of the secondary tilt

15 enabling joint.

57. (amended) The aircraft of claim 36 wherein the primary

~~lifting~~ lifting

mechanism is connected to the main body of the aircraft

by means of the primary tilt enabling joint such that

5 the primary lifting mechanism can be tilted in a

forward direction and a rearward direction relative

to the main body of the aircraft, in a controlled

manner, by means of the primary tilt enabling joint,

and the secondary lifting mechanism is

10 connected to the main body of the aircraft by means

of the secondary tilt enabling joint such that the

secondary lifting mechanism can be tilted in a forward

and rearward direction relative to the main body of the

aircraft, in a controlled manner, by means of the

15 secondary tilt enabling joint.